Terre Haute Evening Gazette.

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RAILROAD WRECK.

Further Particulars of the Vandalia Wreck at Walnut Fork.

MR. M'KENZIE'S BODY HERE

Taken to His Late Home on Liberty Avenue and Funeral This Afternoon—Conductor Fowler's Remains Taken to Logansport.

The wreck on the Michigan division of the Vandalia yesterday morning in which three trainmen lost their lives, is the worst the road has suffered, not so much from a financial standpoint as from the loss of life. The Crawfordsville Argus gives the following more detailed acount of the awful catastrophe:

"The engine had proceeded safely over the Walnut Fork bridge and had acquired considerable speed. Just as the bridge was reached, Engineer Bowman, who was leaning half way out of the cab window noticed that the track leading the bridge had swerved considerably to the north. Seeing that the bridge remained intact, he called his fellow trainmen supposed it was safe. In doing so he evidently assumed too much, for the rapid current of Walnut Fork, which was [illegible] with tremendous force, had undermined the bridge, leaving the supporting timbers hanging to the piles. To this death trap, the train with its crew rushed. The curve leading to the bridge from the south had been passed, when the engine swerved to the right and plunged headlong down into the rapid current. The speed of the engine however, carried it across the creek and the iron monster fell a complete wreck on the north bank amidst a mass of dirt and timbers.

"Joseph Wasson, who lives in close proximity to the bridge, was awakened from his sleep by the terrific crash and hastened immediately to the spot. Hearing the cries of the scalded, mangled men, but realizing he would be unable to render no aid by himself, ran to the home of Allen Robinson, who lives on the Darlington road just north of the trestle. Messrs. Robinson and Whalen securing lanterns, rushed across the fields to the scene of the ghastly sight. On reaching the scene they beheld by the lantern's dim light, a man standing a few feet from the engine to the north evidentl in a dazed condition. It proved to be engineer Bowman. When questioned, he was unable to state how he got there, or how he got out of his engine. He escaped without a cut or bruise and besides being badly stunned was none the worse for his perilous adventure. Fireman Hibber was found lying on the cab of the engine dead. His feet were hanging over the cab; his arms outstretched and his countenance the very picture of agony. His body was taken from the cab and placed on the ground, and the search for the remaining unfortunates, continued. Roadmaster Brothers, was next found a few feet down the creek. He had jumped out of the engine, when it struck the ground, and catching some floating timber drifted down the stream. Fortunately he was close to the bank and grabbing a small tree pulled himself out of the water onto the bank. After reaching the bank, he sank down to the ground and his cries for help brought Messrs. Whalen and Engineer Bowman to the scene. He

time for any one to escape.

"We had gone out to look at the track," said Engineer Bowman. "Orders had been sent out to be very careful, as there had been heavy rains north and the track was in an unsafe condition. We took on Road Supervisor Brothers at Crawfordsville. He had been south with a hand car, inspecting the track, and when we brought our train into Crawfordsville he told us to cut loose from the train and run on ahead and see how the track was at Walnut Hill. As we went up the track we found several bad places, but Mr. Brothers said it was safe for trains to go over and we went on. Finally we struck the bridge. The water was high but when we went on to the structure everything looked safe. When fairly on the bridge, however, we all realized that the track was out of line.

"But it was too late then. We were not a hundred yards from the spot and running at a speed of twenty miles an hour, and it would have been impossible for us to stop. At the point where the accident occurred I noticed there was a sharp curve in the track and knew at once that something was wrong but we were in for it in case the bridge was going to break down there was nothing to do but to slow up and trust to luck to carry us over. At that time Road Supervisor Brothers was sitting on the fireman's seat, I was in my own place and Conductor Fowler and Fireman Hieber were standing in the cab. Brakeman McKenzie was sitting on the pilot of the engine. I remember seeing him shift his position as the engine went on the bridge. Like others, he saw the sharp curve in the track, but he knew we were destined to run over it and he, therefore, made no sign.

"Well, we ran to the curve in the track and the bridge went down with us. I can't describe the sensation, the whole thing was over so quick. Of course we felt the swerve of the engine as she made the turn, but that was all. The bridge simply fell and we fell with it. There was no time to jump, no time to try; it was simply crash, and you were down on the bottom. No, I heard no scream; in fact there wasn't time for anyone to scream. One thing I shall never forget, however, is the way Brakeman McKenzie looked at me. He had been sitting on the pilot and when we broke through he must have caught on the timbers, for when we struck and I found I was not hurt I climbed out of the front window. There on the running board lay McKenzie. His head was almost against the window and as I looked at him it seemed to me he opened his eyes and tried to speak. I was badly scared and went on over the engine and stood on the bank. When I realized I was not hurt and that all the damage was done that could be I went back. But the brakeman was dead. He was horribly bruised. His face was cut in half a dozen places and you could see his teeth through the cut in his jaw. He was carried to the bank and a search was made for the conductor.

"The engine fell on the north side of the stream and but the rear part of the engine proper was in the water. Between the tank and the engine was found Conductor Fowler. In my opinion he was drowned. His legs were fast and his body under the water. There were no marks to show that he had been killed in the fall. My fireman, Hieber, was found fifty yards down the stream. His body was lodged in a mass of drift wood and there is a possibility that when he fell with the engine he was not dead. One of his arms was wound about a piece of bridge and it is the general belief that when he fell, badly hurt, he caught hold of a piece of the bridge and there died.

"I wish to deny a statement which appeared in a Crawfordsville paper today. It was said I saw there was likely

tern's dim light, a man standing a few feet from the engine to the north evidentl in a dazed condition. It proved to be engineer Bowman. When questioned, he was unable to state how he got there, or how he got out of his engine. He escaped without a cut or bruise and besides being badly stunned was none the worse for his perilous adventure. Fireman Hibber was found lying on the cab of the engine dead. His feet were hanging over the cab; his arms outstretched and his countenance the very picture of agony. His body was taken from the cab and placed on the ground, and the search for the remaining unfortunates, continued. Roadmaster Brothers, was next found a few feet down the creek. He had jumped out of the engine, when it struck the ground, and catching some floating timber drifted down the stream. Fortunately he was close to the bank and grabbing a small tree pulled himself out of the water onto the bank. After reaching the bank, he sank down to the ground and his cries for help brought Messrs. Whalen and Engineer Bowman to the scene. He said that he was hurt, but could not tell how much. He was brought to his home at an early hour, where he is now resting quietly. No bones are broken and it not thought that he is seriously injured.

"The search for the conductor and brakeman was continued in vain for two hours; nothing could be seen of the men and it was supposed that they were buried beneath the engine. Just as they were about to give up further search until morning, they heard cries and moans coming from down the stream. A boat was secured and drifting down the stream they presently came upon a pile of timber lying near the west bank and there by the faint flashes from the lanterns they saw a man writhing and tossing in the utmost agony. His screams for help were heartrending, and upon investigation the man proved to be Brakeman Chas. McKinzie. He was suffering from terrible wounds in the back of the head and shoulders and died before his body could be removed. He spoke a few words to his rescuers and then fell back dead in the engineers arms. His body was taken over to the scene of the wreck and placed near the lifeless body of Fireman Hibber. The finding of McKenzie's body infused new hope into the rescuers and they started out again to find Conductor Fowler imbued with the idea, that he may have floated down the stream and safely reached the bank. The rescuers went down the stream for over a mile, but were unable to find any thing of the missing man. Whether he is buried under the engine or washed on down the stream, it is impossible to tell. Undertaker Barnhill arrived on the scene at an early hour and the dead bodies of the brakeman and the fireman were brought to this city. The wreck is the worst the Vandalia has suffered, not so much from a financial standpoint, however, as from the loss of life.

"Conductor Fowler, who was unable to be found this morning, was located shortly befre noon, pinned down between the tender and the engine. His body is under four feet of water and is wedged in so tightly that it will be impossible to extricate it until the engine and tender can be separated.

"The body of Conductor Fowler was taken from the wreck at 1 o'clock in a badly mangled condition and brought to the city."

ENGINEER BOWMAN TALKS.

Engineer Bowman, one of the two persons on the illfated train which escaped with their lives arrived in the city last night and at the depot was met by a large crowd of friends who congregated about him and congratulated him on his miraculous escape from the grave. Aside from a few bruises on the neck and breast, which he had bandaged up with his handkerchief he was all right. He gives the following account of his experience which he will never forget.

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"I wish to deny a statement which appeared in a Crawfordsville paper today. It was said I saw there was likely to be an accident and hoping to avoid it put on all steam in an attempt to get over in safety. This is absolutely untrue. I saw the curve in the track, but knew we could not stop. I therefore reversed the engine and applied the air. Mr. Brothers undoubtedly remembers this. I knew that if we got over at all it would be while running at a low rate of speed, for the track was badly out of line. I am of the opinion, in fact I am sure, that the engine took to the ties after striking the curve and then went through. I remember the jolt just before the crash came. I'm not hurt much and I'm mighty glad to be able to say so. It was the worst experience I ever had and one that I don't want to have again."

REMAINS BROUGHT HOME.

The remains of Brakeman Charles A. McKenzie, who was killed in the wreck at Walnut Fork, were brought to this city on Train No. 11 last night and taken to his home on Liberty avenue between Fifteenth and Sixteenth street. Engineer Bowman and Rear Brakeman Roberts also came here on the same train. Conductor Fowler's remains will be taken to Logansport for burial.

McKenzie is a married man and leaves a wife and one child but a month old. He is a member of the Knights of Pythias and this order took charge of his remains. The funeral took place from his late residence this afternoon at two o'clock and was largely attended.

UNION RAILROAD MEN TO MEET.

On August 22 and 23, a meeting of the Union railroad men, which includes the operators, firemen, engineers, switchmen, trainmen and conductors will be held in this city. The business session will be held on the first day and on the second day a mass meeting and public speaking will be held at Harrison park.

MELONS DAMAGED.

Evansville Journal: "Mr. A. G. Palmer, of the P. D. and E., railroad, states that the recent heavy rains have damaged the water melon crop very greatly."

EXCURSION RATE TO PANA.

The "Big Four" will give an excursion rate to Pana on August 6th on account of the annual picnic of the Modern Woodmen. The fare will be one rate for the round trip, $2.85.

NOTES.

Tom Crawdorff, Jr., Vandalia brakeman, fell off a passenger train at Knightsville, Ind., last Thursday night, from which he sustained several bruises about the head and body, detaining him from work.

On account of the picnic given by the Modern Woodmen of America at Pana, on August 6, the Big Four will run an excursion to that point at half rates for the round trip.

J. H. Allen, of this city, was made a member of the state committee representing the Fifth congressional district at the state Populist convention yesterday.

E HA E EXPRESS.

WEDNESDAY MORNING, JU 1896. 1896

Job-Output Box 54 Tacoma

ENGINE WENT DOWN.

Very [illegible]

Bowman was at the thottle, and Fire-
man Herbert was at his side when the

ENGINE WENT DOWN.

BAD WRECK ON THE T. H. & L. DIVISION OF THE VANDALIA.

Engine Went Through a Bridge Near Crawfordsville With Almost the Entire Train Crew.

SUPPOSED THAT ALL MET DEATH.

CONDUCTOR, ENGINEER AND FIREMAN LIVED IN TERRE HAUTE.

Train Dispatched to the Scene Last Night Impossible to Get Further Than the Washouts.

[illegible] night train No. 66, which left Logansport yesterday evening at about 8 o'clock with Conductor Fowler and Engineer Bowman in charge, went through the bridge over Walnut Fork, two miles north of Crawfordsville, about midnight. The engineer, fireman and conductor were killed. The engineer and conductor were residents of this city.

The train reached Colfax in safety. Owing to the high water and the bad condition of the track the crew cut of the engine, No. 125, at Colfax, and were feeling their way over the track for washouts and bad bridges. When the crew reached Walnut Fork the bridge gave way and the engine went down with a crash.

The engine carried down with it the conductor, engineer, fireman and brakeman. It is not known whether or not the brakeman escaped. One of the train crew walked to Crawfordsville and told the story of the wreck. The report was at once sent to the operator at this place. The dispatcher ordered the operator at Crawfordsville to take a hand car and proceed to the scene and secure reliable information concerning the wreck. He also immediately notified the officials of the division and then ordered a special train to carry them to the scene of the disaster. The wrecking crew was about leaving as the Express went to press.

The tra[illegible]

very [illegible]

Bowman was at the thottle and fireman Herbert was at his side when the ill-fated locomotive went down. Conductor Fowler had received orders to proceed with great care from Colfax to Crawfordsville on account of the dangerous condition of the track. He was obeying orders when he lost his life.

In accordance with his instructions the engine was detached from the train at Colfax. The conductor boarded the locomotive with the fireman, engineer and brakeman. They then started south to inspect the track.

But meager particulars were received here last night and but little is known of the awful accident. The name of the brakeman could not be learned, but it is said he too was a resident of Terre Haute. The bridge over Walnut Fork is very high and when the engine left the track it must have been a straight plunge to death. The structure had always been considered a staunch one, but it was supposed the timbers have been weakened by the heavy rains which have prevailed in that locality. Walnut Fork is a small stream which ordinarily can be easily forded.

Terre Haute Evening

SEC 2 OND
EDI TION.

TERRE HAUTE. INDIANA. WEDNESDAY. JULY 29 1896 8

A BRIDGE BREAKS.

Bridge Over Walnut Fork on the Logan Road Near Crawfordsville.

ENGINE PLUNGES HEADLONG.

Conductor R. D. Fowler and Brakeman Charles A. McKenzie of This City Among the Killed.

A wreck occurred two miles north of Crawfordsville on the Michigan division of the Vandalia at one o'clock this morning in which three men, Fireman John Heiber, of Logansport; Conductor R. D. Fowler, of this city, and Brakeman Charles A. McKenzie, also of this city, lost their lives. The first report sent out and received by the operators of Division Superintendent F. T. Hatch's office was that Engineer Frank Bowman, also of this city, living at 645 Chestnut street had been killed but later reports say that he escaped without a scratch.

The engine that figured in the catastrophe was No. 125 and hauled through freight train No. 66, which left Logansport at eight o'clock for this city. The crew had been instructed to look for washouts and damaged bridges and were examining the way when the wreck occurred. Storms washed out portions of the track all along the Michigan division and trains all day yesterday were delayed.

Fearing that portions of the track would be unfit for a train load of cars to pass over, the cars of the train were left at Colfax and engineer Bowman, Fireman Heiber, Brakeman McKenzie, Conductor Fowler and Roadmaster J. S. Brothers mounted the engine and started out, feeling their way for washouts or disabled bridges.

All went well until Walnut Fork was reached. The bridge looked from the cab as if it would be safe to cross over and the engine kept moving. After going but a short distance the bridge gave way and the engine and crew went down with a load crash.

About one hundred feet of the track is broken. The cause of the bridge giving way is that the high water had undermined the pier supporting the bridge, but had not given away. It still remained in its old position until the heavy load of the engine came on when, unable to support such weight it gave way with the above results.

The Crawfordsville dispatchers received orders a few moments later to get a hand car, go to the scene of the wreck and learn the particulars. The wreck crew was also ordered out and left but a few moments after the order was sent out. This morning at nine o'clock another crew left to assist in repairing the damage.

Passenger trains will be run the same as before and until the repairs have been made the passengers will be transferred across the broken bridge.

The escape of Engineer Bowman and Roadmaster Brothers is considered miraculous for they were all in the same cab and all went down together. One of the uninjured ones as soon as he could extricate himself from the perilous position went to Crawfordsville and notified the operator, who immediately wired the local office.

CORNELIUS JUNIOR TO GO TO EUROPE.

Changes His Mind and Follows His Father's Wishes.

New York special—When Cornelius Vanderbilt first realized the infatuation of his son, Cornelius Vanderbilt, Jr., for Miss Grace Wilson, it is said, he suggested a European trip to cool the ardor of his son's love. But young Vanderbilt refused to go, although he well understood that his health demanded it.

It became known today, however, that the young man had changed his mind, and that as soon as his strength permits he will go to the other side. While he has not yet relaxed his attentions toward Miss Wilson, he will desert her side temporarily, and take a long trip.

Cornelius Vanderbilt Sr., who is at Newport, is improving steadily. He is now able to stand on his feet, and all danger as far as his recent illness is concerned is passed.

DEATH LIST INCREASES.

Fifteen Dead as a Result of the Western Pennsylvania Storm.

Pittsburg, Pa., July 29.—Details of death and devastation from the awful storm which swept over western Pennsylvania Monday still continue to pour in. Four more drowninga are reported and another victim of the Sugar Grove accident is not expected to survive the day. This will make the death list fifteen including the seven drowned at Ohiopyle.

The latest victims were:

John Whalen, aged 19 years, drowned near Woods Run, Allegheny.

Mino Califo, an 8-year old Italian girl, drowned in Plum Creek, near Wilkinsburg.

Unknown Miner, supposed drowned in Guffey's Hollow, near Bradford, Pa.

Unknown Italian, reported drowned at Smithton, Pa.

George Miller, crushed by a falling wall at Sugar Grove Coke Works. Physicians report that he cannot live.

The damage to property was heavy, very heavy in Washington, and Fayette counties, and will probably reach million dollars.

MAKES AN ASSIGNMENT.

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WEDNESDAY, JULY 29